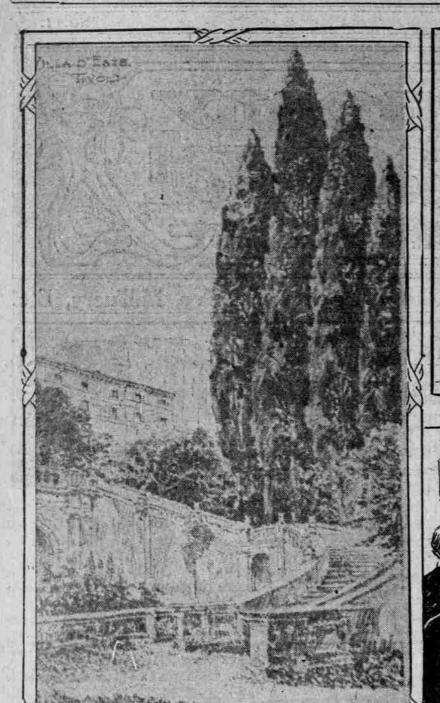
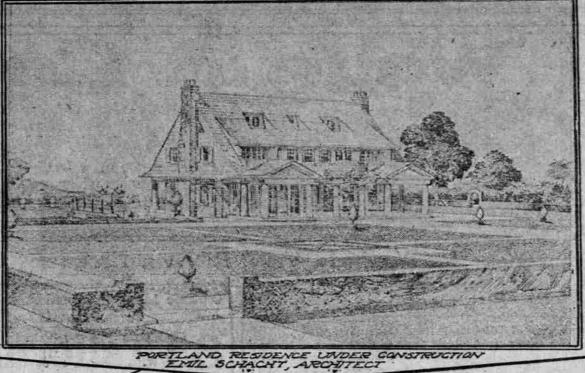
CTS' EXHIBIT OPENS TOMORROW

OF HIGHER STANDARDS IN THE CRAFT AND EDUCATION OF THE PUBLIC THE OBJECTS



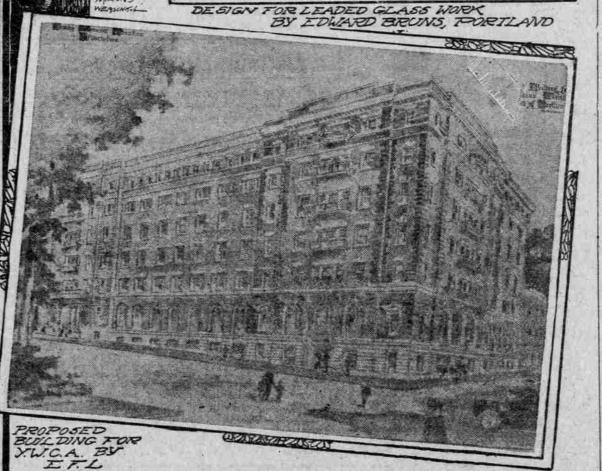






WILLA D'ESTE TIVOL! SKETCH BY M.H. WHITEHOUSE

WILLA D'ESTE



MODRIGH PANEL TILING BY AMERICAN TILING OO.

STABLISHMENT of higher stand- a massive steel business block. Terra tural club, it is intended to establish a and of perfection in architecture, cotta, art tiles, garden potteries and all results.

HOLD JOINT INSTALLATION

Reunion of Sumner Post, G. A. R., and Relief Corps on East Side.

The joint installation of officers and annual rounion of Sumner Post No. 42, and Sumner Women's Rellef Corps No. 21, G. A. R., was held last night in East Pine street, and was attended largely by members and visitors from other portions of the city. Officers of the Women's Relief Corps were first installed. Mrs. Mary E. Older installed. Mrs. Mary E. Older was installed. Mrs. Mrs. Mrs. Older was installed. Mrs. Mrs. Older was installed. The following are the officers for the coming year: President, Kate Neaie; senior vice-president, Kate Neaie; senior vice-commander, B. Finley; junior vice-commander, H. B. Thompson; dent, Alta Hohenshelt; junior vice-commander, H. B. Thompson; during the first of the day, J. A. Brown; officer of the guard, A. Currier; adjutant, J. W. Ogelbee; sergeant-major, M. L. Pratt; quartermaster-sergeant, H. H.

cobina Gross; assistant conductor, Sarah Eastman; assistant guard, Lydia Bowen; patriotic instructor, Mary E. Older; press correspondent, Jennie C. Pritchard; musician, Josephine Haines; first color-bearer, Sarah Hinkle; second color-bearer, Myrtle Bates; third colorbearer, Susan Brown; fourth colorbearer, Ella Bates,

In behalf of the corps, Mrs. Jennie C. Pritchard presented Mrs. Marriae Bu-

not be overestimated, it is urged. Fostering a development of higher ideals, such displays will ultimately do away with some of the unsightly botchery that has been palmed off as architecture in the past. Impetus will likewise be given the work of civic improvement. The 50e entries have been carefully atalogued and no difficulty will be encountered in learning the name of the a plan, and its success would seem to be a sured. Such exhibitions are now held in the larger Eastern cities, serving to bring the work of various architects into direct comparison and thus give a surplishing an appreciation of good work among those who attend the displays. The local club has in view the formation of a Pacific Coast League which eventually would develop into a chapter of the Eastern associations.

The some of the unsightly botchery that has been palmed off as architecture in the past. Impetus will likewise be given the work of civic improvement. The 50e entries have been carefully catalogued and no difficulty will be encountered in learning the name of the designer and the classification of his work in each instance. Rare bits of architecture from all parts of the countributed to the success of the exhibition being as follows: O. C. Arthur, F. J. J. Berndt, Frank Barrett, A. J. Capron, A. E. Doyle, R. J. Grace, E. E. Gilmer, I. J. A. E. Doyle, R. J. Grace, E. E. Gilmer, I. J. A. E. Doyle, R. J. Grace, E. E. Gilmer, I. J. A. E. Doyle, R. J. Grace, E. E. Gilmer, I. J. A. E. Doyle, R. J. Grace, E. E. Gilmer, I. J. A. E. Doyle, R. J. Grace, E. E. Gilmer, I. J. A. E. Doyle, R. J. Grace, E. E. Gilmer, I. J. A. E. Doyle, R. J. Grace, E. E. Gilmer, I. J. A. E. Doyle, R. J. Grace, E. E. Gilmer, I. J. A. E. Doyle, R. J. E. C. Lockwood, Fred A. Legg, E. B. MacNaughton, Otto Meyer, H. H. Menger, I. J. A. E. Doyle, R. J. E. C. Lockwood, Fred A. Legg, E. B. MacNaughton, Otto Meyer, H. H. Menger, I. J. A. E. Doyle, R. J. Capron, A. E. Doyle, R. J. E. C. Lockwood, Fred A. Legg, E. B. MacNaughton, Otto Meyer, H. H. Menger, I. J. A. E. Doyl ards of perfection in architecture, both among followers of the craft and in the public mind, is the prime of the Portiand Architectural Club, which opens Monday in the Museum of The Arts, Fifth and Taylor streets. Five hundred exhibits are now being tranged about the two upper galieries of the Museum. Nearly every available fool of exhibits space is being utilized by what is pronounced the most elaborate exhibit space is being utilized by what is pronounced the most elaborate exhibit of the kind ever held in the Northwest if not on the Coast. Every class of the architects at its to be seen, from a mudest Summer cottage to

Pierce (absent); inside guard, F. Neid- "PASSION PLAY" ermark.

Rev. C. E. Cline responded to a call for remarks in a pleasant and interesting way. Among other things, he called attention to the high honer attained by I. McGowan, the installing officer, who, said Dr. Cline, had been officer, who, said Dr. Cline, had been mentioned specially in the official report of the Battle of Stone River for bravery and skill, something not known to the comrades generally until last night. Dr. Cline complimented the women for the dignity and precision of their installation ceremonies, and also spoke many kind words for his comrades. Then followed refreshments and a raunion an event that ments and a reunion, an event that comes once every year.

My mother and I wish to thank the friends and neighbors for their kind-ness and their floral offerings in our bereavement.

Continuous Performance at the Marquam, Beginning at 2 o'Clock.

No one can attend a better sermon in the City of Portland today than the "Passion Play" now being reproduced by means of moving pictures in the Marquam Theater. A child will receive a more vivid lesson, one that will last in the memory for a life time, by actually seeing a reproduction of the life of Christ bracted by living beings, than by going to the ordinary Sunday school for a year.

a year.

The "Passion Play" opens with Mary being told by the angel of the Lord that she is to be the Virgin Mother of the coming Christ child. The arrival at the

Christ, when he is helping his father, Joseph, as a carpenter. His teaching when still a boy among the wondering high preists follows; then his baptism by St. John, and the beginning of his real life work. How he worked his miracles, his betrayal in the garden, his execution on the cross, and his burial and resurrection are all shown with all the reverence fitting to the spirit of the subject. subject.

The police have in their possession a large number of articles which they re-covered from the thief Solomon Hornstein, who recently confessed to the robbing of more than a score of rooms in this city, and are holding them to await identification by their proper owners. As inn, the refusal of admittance, the birth all of the articles stolen were taken in in the stable, the murder of the young children in hopes of killing the New all people who have missed property to call at the police station to see if any of regular order.

Then comes the young boyhood of all manner of clothing and toilet articles.

TODAY Christ, when he is helping his father,

Stolen Property Awaits Owners.

AIRSHIP COMPANY TAKE FALL

Government Wants to Know if Concern Has Solved Problem of Aerial Flight.

BRAVE BOAST IS MADE

Stock-Selling Promoters Propose to Transport Passengers Through Clouds Between Portland and San Francisco.

Have you bought stock in the National Airship Company, a company which says without equivocation that by April, 1908. It will establish a line of airships between Portland and San Francisco, carrying 160 passengers and 30 tons of mail? If you have not, just wait until Uncle Sam, through his Postoffice officials, gets through investigating whether or not the whole scheme is a fraud.

The National Airship Company, through its local agent, Alexander Ots, has been ficoding the newspapers and mails of late with advertising matter, that appears on its face to be fraudulent, according to the Postmaster-General, at Washington, D. C. Evidentity the Government postal authorities are not as guilible as the per-Have you bought stock in the Nation

thorities are not as guilible as the persons who have bought stock in the air-ship concern, for Federal authorities are going to make the company prove that it has solved the problem of aerial navigation. If the promoters cannot prove that they have solved what scientists and snip concern, for Federal authorities are going to make the company prove that it has solved the problem of aerial navigation. If the promoters cannot prove that they have solved what scientists and inventors the world over have been trying to solve for centuries past, a fraud order will be issued against them, and some time they have solved when them are some time maiden trip on "All Fools" day." will be issued against them, and some one will be liable to go to jail.

Trip in 24 Hours.

If you want to travel from Portland to If you want to travel from Portland to San Francisco in 2t hours, just buy stock in the National Airship Company, for this concern, whose home office is in San Francisco, with a branch office in the Mailory building, Portland, has solved the problem of aerial navigation. All that is necessary for the scheduled 2t-hour trips from Portland to San Fran-cisco is for the significant of forces. deco is for the skeptical public to forget

floor trips from Portland to San Francisco is for the skeptical public to forget their skepticism and buy the stock. It sold once for 25 cents a share, now if you believe Alexander Ots, styled on the company's advertising and letterheads as business manager, the stock is worth it a share, but is trembling on the verge of jumping to \$100.

Just think of dropping in on San Francisco, after a 24-hour journey through the air. Doesn't it make you dizzy? Think of what will happen to the poor, old sleepy Southern Pacific, that takes a dreary trip of 35 hours, and what will happen to the steamship lines that take all the way from 56 to 36 hours to make the trip. After April 1, which, it is true, is "All Fools' day," the Harriman system of railroad transportation will be jut out of commission, and the steamship lines will only be used to ship cattle and humber, for the National Airship Company will carry all the passengers and your Uncle Sammy's mail.

Of course the National Airship Company will carry all the passengers and your Uncle Sammy's mail.

your Uncle Sammy's mail.
Of course the National Airship Com-Of course the National Alrship Com-pany does not care how sadiy it cripples financially the rallroad or the steamship companies. All it wants is to sell stock and thereby make a lot of poor people rich and the horde of money barons poor. Now there is no question but that this company has solved the secret of aerial flight. If you don't believe this, just ask Mr. Ots. When you tell him that scien-tists the world over contend that trains ar. Ots. When you tell him that scale-tists the world over contend that trans-portation through the clouds is far from practical at present, he will tell you that he "doesn't care." Perhaps he doesn't, for he is selling stock and getting ready to build a construction factory and a downtown landing depot.

First Airship April 1.

Mr. Ots believes in the company of which he 1 assistant manager. Why shouldn't he? He is selling stock, and already he has sold 172,000 shares in Portland. He says so himself, so it must be so. Of course, he modestly admits that this stock was sold for 25 cents, and that this stock was sold for 25 cents, and that it is being paid for in monthly installmonts. Perhaps Mr. Ots has been able to get as much as several thousand dollars out of Portland stockholders, and undoubtedly they are just as sure that the National Airship Company's airship will sail out of San Francisco for Portland on April Fool's day as they are that they bought some of the stock.

Mr. Ots does not like skeptics. The world is full of them, he knows, and he also knows that they have ever been the thorn in the side of the inventive genius. If you talk with him and question the initial trip of the "Arlet," which sails on April Fool's day, he will cite you a thousand cases where inventors, whose inventions have since revolutionized the

thousand cases where inventors, whose inventions have since revolutionized the world, were laughed to scorn, just as people are doing today, who do not buy

people are doing today, who do not buy stock in his company.

But Mr. Ots doesn't care. He has bought an 80-acre tract of land out on the Montavilia streetcar line, from Isalah Buckman, and on this tract the company is to build a \$500,000 factory. Mr. Ots mentioned something about this not being the main factory. He though, but was not quite sure, that it would be in Kansas City or in some other place than Portland. The original plans were to build a five-story fine office buildbuild a five-story fine office build-ing down town for a landling depot, but since the stock has been selling so well, the plans have been changed, and now the building will be 15 stories, and will cost \$150,000.

Factory Built on Paper.

In his offices, in the Mallory building, Mr. Ots' depk groams under the weight of "Ariel" fiterature, and standing in a conspicuous place, where they are sure to attract notice, are two sketches, one of the proposed factory, minus, as Mr. Ots explains, the gas tanks that will be a necessary adjunct to the factory. The other is a picture of the landing depot. of course, the work done on the sketch of the landing depot, that resembles most strikingly the Couch building, has been a wasted effort, since the company now plans to construct a 15-story building. When Mr. Ots was asked if the \$150,000 would pay for the framework of such a structure, he skirted the question, just as he expects the "Ariel" to skirt the mountain tops between here and the Bay City.

a grey d. John S. Beall, president, and Mr. Ralph W. Hoyt, vice-president of the company each expressed a firm belief in the bright fluancial and business prospects for the coming year. There were many good after-dinner talks given by others present.

The officers of Beall & Co., are: John & Beall, president, and Mr. Ralph W. Hoyt, vice-president of the company each expressed a firm belief in the bright fluancial and business prospects for the coming year. There were many good after-dinner talks given by others present.

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"The 'Ariel.'" said Mr. Ots, "is completed and is now in our factory in San Francisco. All that it needs is a little varnish on the front part of the ship, which was broken off and had to be re-Mr. Ots was told that scientists both

in Europe and America had declared the airship still to be impractical. "We don't care what they say. We will foo! all the scientists. If inventors had listened to the skeptics, the world would be where it was 100 years ago."

Facts Rather Hazy.

Mr. Ots was just a little hazy about when the factory would be ready, and he did not know the exact date at hand, when the landing depot would be constructed. He also was shy on naming the down-town location. He knew that he was selling stock and had ex-

ceeded his fondest hope in that di-rection, because he had already sold several hundred thousand shares more than he had expected to sell.

than he had expected to sell.

The inventor of the means of revolutionizing air transportation, is Andrew Morrell, who, Mr. Ots says, is the inventor of the airship that Beachey salled over Portland during the exposition. Thousands of people saw Beachy and perhaps that is why the stock has sold so well. Morrell, so the prospectus says, receives a salary larger than the President—so does a good clever jockey like Walter Miller—and has shown his faith in the company by investing \$20,000. Of course, the stock holders will pay Morrell's princely salary.

New York Line Also.

The Hierature tells an amozing story of the hopes and aims of the "Arle!". When enough stock has been sold a big "Arle!" will be built that will carry 500 passengers and 40 tons of mail from big "Arlo!" will be built that will carry 500 passengers and 40 tons of mail from San Erancisco to New York in 24 hours, "just as fast as automobiles have traveled," says the prospectus. For the time being the a little "Ariel" with 100-passenger carrying capacity and 30 tons of mail, will have to satisfy Portland and San Francisco. Yet the trip will be made in the same old 24 hours. It is something like 3000 miles to New York and, as the crow files, something like 550 miles from Portland to San Francisco. This little variance in the time echedule does not bother Mr. Ots. He's selling stock.

The National Airship Company gives as its depositories the Merchants' National Bank of Portland. The company has an account at the Merchants' National Bank of Portland. The company has an account at the Merchants' all right, but now, even though the bank is closed, the deposit was not enough to give the company any concern. Mr. Ots tried to get the Bank of California to act as its depository and to use the bank's name on the letter heads of the company, but permission was refused.

company, but permission was refused.
The account stands in Mr. Ots' name.
Mr. Ots is no stranger to Portland.
He once fived here and was in the contracting business, although he admits that he had no office. He spent some time in Alaska and was sure he could give good references. Among the num-ber of people to whom he referred was

HILL OFFICIALS MEET HERE

Location of Headquarters to Be Decided at Conference Tomorrow.

Portland & Seattle Railway officials are gathering here for a conference to-morrow, when matters relating to the establishment of permanent headquarters in Portland will be discussed. Francis B. Clarke, president of the Portland & Seattle, C. M. Levy, third vice-president of the Northern Pacific, and Mr. Clarke's predecessor as head of the Portland & Seattle, and F. A. Pell, President Clarke's assistant, were in the city yesterday and will remain here until Monday, when they will be joined by Auditor Martin and General Manager Nutt, both of the Portland & Seattle, with offices at Tacoma.

"There is nothing of special interest to come up at the conference Monday" said President Clarke last night. "Wa will get together and talk over matters of general policy and we will also decide upon the location of headquarters offices."

It is likely the Portland & Seattle offices will be located in the Chamber of Commerce building, negotiations having been commenced by the officials with the management of that building.

The officials now in the city promise

with the management of that building.

The officials now in the city promise
that the Portland & Scattle will be in
operation into Portland, via the Kainma
ferry, by the middle of February. The
two bridges across the Columbia and
Willamette Rivers, they say, will be
in use by June I.

LOWIT TO BE EXTRADITED

Will Be Brought Back From Colorado on Larceny Charge.

Gus Lowit will be extradited from

last night:

"I have heard from a witness in the Lowit investigation, who claims to know, that Lowit has gone to Des Moines from Denver, where he is work-

ing under an assumed nar given the name of the firm he is said to be working for."

District Attorney Manning believes Lowit is still in Colorado.

MUSIC LESSONS FREE.

Take advantage of Eilers special offer-\$400 high-grade planes for \$264, and \$375 styles for \$248 and a four-months' course of instruction free. As the close of sale of instruction free. As the close draws near the buying quickens, instruments are going fast, only twenty left now. Investigate at once. Ellers Piano House, Washington, corner of Park.

Beall & Co. Give Banquet.

The annual banquet of Beall & Co., took place Monday evening at the Commercial Club and was attended by both stockholders and employed. The good feeling and better understanding engendered by these banquets was assisted a great deal by the excellent menu served. John S. Beall, president, and Mr. Ralph W. Hoyt, vice-president of the company each expressed a firm be-

L. Thompson, secretary; L. E. Trent, as-sistant manager.

Boy Killed by Shingle-Bolt.

BELLINGHAM, Wash., Jan. 4.—Earl Musselman, aged 14, was killed and Clyde Damaske, aged 12, was fatally injured last evening in the bolt flume fat the Manley shingle mill, 50 miles south of of this city, by a heavy shingle bolt which crashed into them. A third boy was injured. The boys, were playing in the flume, not knowing that timber was being sent down from the modulain side above. Musselman's back was broken. He lived several hours after being struck. BELLINGHAM. Wash., Jan. 4.-Earl

Custom-made shoes at foctory cost at Rosenthal's house-cleaning sale.

Eye glasses \$1.00 at Metzger's